

- ☑ Mexico's Cinco de Mayo is now an all-American fest (back page)
- ☑ 439th AES making its mark! (back page)
- ☑ All back issues of the Patriot and Express can be downloaded from www.afrc.af.mil/439aw

Hours of operation

Flyers Inn

Lodging desk 24/7
Commercial 413-593-5421
DSN: 589-2700/base Ext. 2700

Chapel Center

Chaplain available 24/7
Pager: 413-785-3195, Ext. 3031

Fitness Center

Monday-Friday, 5:30 a.m.-2 a.m.
Saturday-Sunday, 8 a.m.-2 a.m.
Ext. 3958

Bowling Center

Monday-Friday lunch and bowling,
11 a.m.-2:30 p.m.

Westover Consolidated Club

Breakfast: 6-8 a.m. until Thursday
lunch, 11 a.m.-1 p.m.
dinner, 5-8 p.m.

Westover Dining Facility

Breakfast, daily, 5-8 a.m.,
\$1.60 for those on per diem,
Midnight meals, 10:30 p.m.-1 a.m.
boxed lunches provided 24/7
\$3.25 for midnight/box
for those on per diem
Ext. 2026/3523

Family Support Center

Monday-Friday, 8 a.m.-4 p.m.
Saturday and Sunday of A UTA,
9 a.m.-3:30 p.m.
Saturday of B UTA, 9 a.m.-3:30 p.m.
closed Sunday of B UTA

Legal Office

Monday-Friday 7:30 a.m.-4:30 p.m.

Base Exchange

Monday-Saturday 10 a.m.-5 p.m.
Sunday 11 a.m.-5 p.m.

Shoppette

Monday-Saturday 8 a.m.-7:30 p.m.
Sunday 9 a.m.-5 p.m.

Barber Shop (next to BX)

Tuesday-Friday, 9 a.m.-5 p.m.
Saturday, 8 a.m.-5 p.m.
closed Sundays & Mondays

Daily Base Shuttle

Every 15 minutes at meal times to the
club, dining facility, Hangar Avenue,
supply, and bowling center.

Safety aims for zero flight mishaps



Lt. Col. David Moore on safety patrol at Westover. -- photo by MSgt. Tom Allocco

by MSgt. Tom Allocco

A 247-foot long C-5 Galaxy, built to carry 50,000 gallons of JP-8 and a quarter million pounds of cargo, will always have a potential for mishap, whether in the air or on the ground. It's a tribute to every Patriot Wing member that Westover has not experienced a Class A mishap in almost three decades, since major damage to a C-123.

For Lt. Col. David Moore, Wing Chief of Safety, the job of keeping up that record of safety was a tough one when it mostly focused on our own 16 Galaxies. Since the start of the surge reservists and civilians of his Wing Safety Office have had to work around the clock to keep safety priority number while as many as 27 aircraft are parked here at one time.

"Since the surge, we've increased coverage. Everything is multiplied," Moore said. "There's a greater potential for mishaps because there is more flying, there are more aircraft here and more people on the flightline. We've had no major mishaps despite a very busy schedule," he said.

ORM (Operational Risk Management) is a mainstay for Moore and his safety team. At its most simple, ORM means a proactive attitude, identification of risks and making timely decisions in response to hazards associated with those risks.

Moore hopes that ORM will take the Air

Force forward another step in the revolutionary progress of flying safety.

"In 1922," he said, "the overall flying Class A mishap rate was 522 per 100,000 flying hours. Today the Air Force has a rate of about 1.5. In World War II, for every plane lost in combat, three were lost in mishaps," the safety officer said.

Flying safety records continued to improve until about 1990, when the mishap rate reached a plateau of about 1.5 per 100,000 flying hours. Those in the safety business are not willing to settle for a Class A mishap rate of 1.5.

"A mishap is a failure. Theoretically, every mishap could have been prevented. Something went wrong somewhere. Someone may have done something or failed to do something. Maybe they failed to follow technical orders or were in a hurry.

"I feel ORM can drive the mishap rate all the way to zero. We will stop at nothing to get to zero and still accomplish the mission," Moore said.

The Wing Safety Office's mission starts with education. "Safety is a state of mind. Attitude and discipline needs to be constantly reinforced by education. You have to impress upon everyone involved with the airplane, follow your training, don't cut corners," Moore said.

"In safety, we say that if things go

(continued on next page)

Safety... (Cont. from page 1)

perfectly with education, we don't have to do investigation of mishaps," he said.

In the history of safety, the name Lt. Cal Rogers is significant. In 1912, he was the first airman killed by a bird strike when a gull became entangled in his flight controls while doing aerial acrobatics at Long Beach, Calif.

"The threat of bird strikes continues to be a way of life for all pilots," Moore said. The problem at Westover is compounded by the fact that the base encompasses one of the largest grasslands in New England and can be in the path of migratory geese and ducks.

In an example of the problem, a strike by a turkey vulture put a gaping hole in the fuel pod of a Marine Corps C-130 here last year.

The Safety Office conducts an aggressive flight safety program in cooperation with Massachusetts endangered species experts. A U.S. Department of Agriculture biologist is on base daily to assist in the effort to control birds. Sometimes simple solutions, like cutting tall grass in which birds hide from predators or draining standing water, help prevent bird strikes, Moore said.

With 7,500 flying hours since 1971, Moore has an ingrained faith in the payback of aggressive safety efforts.

"We fly heavy aircraft in all weather under adverse conditions at times. Through ORM we can do it safely and still get the mission done," he said.

"Half of the safety program is learning how to prevent mishaps. The Air Force spends a lot of money to investigate every single mishap and the chain of events leading up to it. That's because we believe it's better to learn from others' misfortunes and mistakes.

"I believe the Safety Office can make a difference. I just don't want anyone to get hurt and don't want taxpayers' precious resources to be squandered by preventable mishaps. If we inculcate the lessons learned into our folks, we can drive the mishap rate down to zero," Moore said.

PATRIOT express

(EDITOR'S NOTE: Security guidelines prohibit using last names of deploying reservists.)

Contact us:
DSN:589-2020 - (413) 557-2020
www.afrc.af.mil/439aw
439patriot.editor@westover.af.mil

This publication is edited, prepared, and provided by the 439th Airlift Wing Public Affairs office. Call or email with comments, story ideas, or for additional copies. Contents of PATRIOT EXPRESS are not necessarily the official views of, or endorsed by the U.S. Government, the Department of Defense, or the Department of the Air Force. PATRIOT EXPRESS will be published twice weekly.

Mexico's Cinco de Mayo is now an all-American fest

by MSgt. Lisa Spence-Elder

Americans love a festive occasion, and in recent years we have begun adopting one of the most festive days of our neighbors. Cinco de Mayo has sprung up as a holiday for all Americans. Even those who can't speak a word of Spanish know that it stands for the fifth of May and associate it with festivities in Mexico.

The Westover Club will help celebrate Cinco de Mayo by serving a Tex-Mex barbecue special from 5 to 8 p.m. on Friday, May 9.

A growing number of Americans know that Cinco de Mayo is a festive time filled with food, drink, mariachi music, dancing

and parades in Mexico. But most of us are unclear about the meaning of the holiday. We often confuse Cinco de Mayo with Mexico's independence day, which, in fact, is celebrated on Sept. 16.

Cinco de Mayo commemorates the battle of Puebla, when on May 5, 1862 the Mexican army, a small, ragged, untrained and under-equipped group of soldiers led by General Ignacio Zaragoza, defeated the French army. The French had launched a campaign to colonize Mexico while the Americans were distracted by the Civil War.

Cinco de Mayo has significance to all Americans as the last time that any foreign power tried to colonize North American soil.

Pat Stats

Served since Feb. 2, 2003

4,534 passengers --- 1,561 aircraft --- 16,173,054 pounds of cargo

Info from MSgt. Jim Garrity, 42APS

Meals

9,082 hot meals served --- Box lunches: 4,489

Info from TSgt. David Beauregard, 439SVS

Fuel since Feb. 1 --- 9,443,978 gallons of JP-8

Info from Jim Maloney, Fuels



MAKING A MARK --

Personnel from the 439th Aeromedical Evacuation Squadron made a mark on history by training on board a C-130J. Last weekend members of the 439th AES trained with a C-130J from the 403rd Airlift Wing, Keesler AFB, Miss. This marks one of the first times that a AES has trained on a "J" model C-130. Pictured here is MSgt. Nancy Clegg literally making a mark on the newer C-130 with the squadron patch.

--photo by MSgt. W.C.Pope

Express-ions

